

Message Text

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ACTION EUR-12

INFO OCT-01 NEA-10 IO-13 ISO-00 CIAE-00 PM-04 H-01
INR-07 L-03 NSAE-00 NSC-05 PA-01 PRS-01 SP-02
SS-15 USIA-06 CAB-02 COME-00 DOTE-00 EB-08 FAA-00
OMB-01 /092 W
-----201748Z 027681 /44

R 201500Z APR 77
FM AMEMBASSY NICOSIA
TO SECSTATE 5709
INFO AMEMBASSY ANKARA
AMEMBASSY ATHENS
AMEMBASSY BONN
AMEMBASSY BRUSSELS
AMEMBASSY COPENHAGEN
AMEMBASSY JIDDA
AMEMBASSY LONDON
AMEMBASSY PARIS
AMCONSUL MONTREAL
AMEMBASSY MOSCOW
AMEMBASSY ROME
USMISSION USUN NEW YORK
AMEMBASSY THE HAGUE
AMEMBASSY VIENNA
USMISSION GENEVA
SECDEF WASHDC

C O N F I D E N T I A L SECTION 1 OF 2 NICOSIA 1061

E.O. 11652: GDS
TAGS: EAIR, PFOR, CY, TU, US
SUBJECT: NORTHERN CYPRUS AIRSPACE ISSUE

REF: (A) LONDON 06177 (NOTAL; (B) ANKARA 2654 (NOTAL
(C) NICOSIA 0955; (D) STATE 077242; (E) ANKARA 2858

1. SUMMARY: REF A NOTES THAT EC-9, AT LEAST AS REPRESENTED
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BY MEDITERRANEAN EXPERTS, BELIEVES THAT ERCAN AIRSPACE
PROBLEM DOES NOT NEED CORRECTIVE ACTION AT THIS TIME.
OTHER REFTESS STRONGLY POINT TO A CONTRARY CONCLUSION. EMBOFF MET
WITH GOC DIRECTOR CIVIL ARIATION (DCA) ON APR 16 TO DISCUSS
ERCAN ADVISORY AIRSPACE. DCA ALSO SAYS THAT ERCAN
ACTIVITIES CONTINUE TO PRESENT POTENTIAL FOR AIR
ACCIDENT. EMBASSY NICOSIA IS IN FULL AGREEMENT WITH

EMBASSY ANKARA (REF B) THAT PRESENT SITUATION SHOULD NOT CONTINUE AND THAT NEW GUIDANCE IS NECESSARY FOR AIRCRAFT OPERATING IN NORTHERN PART OF NICOSIA FIR. END SUMMARY

2. REF C PARA 2 STATED DCA WOULD PROVIDE MORE DATA AND INFORMATION REGARDING AIRCRAFT PASSING THROUGH NORTHERN NICOSIA FIR. DCA INFORMED EMBOFF THAT DUE TO PERSONNEL AND EQUIPMENT LIMITATIONS GOC CIVIL AVIATION AUTHORITIES ARE UNABLE TO ADEQUATELY MONITOR ERCAN AND CONSEQUENTLY CANNOT PROVIDE MORE COMPLETE INFORMATION REGARDING FLIGHTS AND AIRCRAFT TYPES THAN WAS PREVIOUSLY REPORTED REF C PARA 1. DCA ADDED THEY ARE UNCERTAIN WHETHER AEROFLOT AIRCRAFT FLYING OVER TURKEY CHECK IN WITH ERCAN.

3. DCA CONFIDED THAT ERCAN ADVISORY SERVICE SITUATION IS EXHAUSTING HIS DEPARTMENT WHICH FEELS IMPOTENT IN DEALING WITH THE PROBLEM. DCA COMPLAINED THEY CANNOT PICK UP ANKARA ACC (ON VHF) AND SO CANNOT BE SURE WHAT INSTRUCTIONS ANKARA ACC PASSES TO AIRCRAFT. FURTHERMORE, WHILE NICOSIA ACC PASSES AIRCRAFT MOVEMENT INFO TO ANKARA ACC VIA HF (PER IATA RECOMMENDATION), ANKARA DOES NOT RESPOND OR RECIPROCATE, FURTHER COMPLICATING AIRCRAFT MOVEMENT AND FIR TRANSFER PROCESS.

4. MAIN PROBLEM ACCORDING TO DCA IS AIR SAFETY. SINCE ESTABLISHMENT OF ERCAN ADVISORY AIRSPACE, DCA CLAIMS THERE HAVE BEEN THREE NEAR MISSES KNOWN TO NICOSIA ACC. OPERATIONAL ASPECT WHICH CAUSES POTENTIAL HAZARD IS THAT AIRCRAFT FLYING THROUGH NORTHERN NICOSIA FIR DO NOT ALL

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FOLLOW SAME OPERATING PROCEDURES BUT ONE OF FOLLOWING TWO COURSES:

(A) AIRCRAFT COMING FROM ANKARA FIR ARE INSTRUCTED BY ANKARA ACC TO CONTACT ERCAN (FEW PILOTS ARE ANXIOUS TO DISREGARD INSTRUCTIONS FROM A CONTROLLER). SOME OF THESE AIRCRAFT ALSO CONTACT NICOSIA ACC. DCA CLAIMS THOSE AIRCRAFT FLYING SOUTH FROM ANKARA FIR CAN CONFLICT WITH AIRCRAFT FLYING ACROSS (EAST-WEST OR VICE-VERSA) NICOSIA FIR. (B) AIRCRAFT FLYING SOUTH TO NORTH DIRECTION CONTACT NICOSIA AND ERCAN WITH INDIVIDUAL AIRCRAFT VARYING SEQUENCE IN WHICH CONTACTED. DCA EXPLAINED THAT WO CONTROLS IN EFFECT MEANS LITTLE REAL CONTROL AND DISTINCT POSSIBILITY OF CONFUSING OR CONFLICTING INSTRUCTIONS.

5. DESPITE ASSURANCES THAT ESTABLISHMENT OF ERCAN ADVISORY SERVICE WOULD PROVIDE ONLY OPTIONAL AND ADVISORY SERVICE, ERCAN CONTROL HAS OPERATED IN SUCH A WAY THAT AIRCRAFT CANNOT IGNORE ITS EXISTENCE. PILOTS "PLAY IT SAFE" AND CHECK IN WITH ERCAN IF ONLY TO KNOW WHAT ERCAN IS SAYING. OFTEN, HOW-

EVER, ERCAN ALSO PROVIDES NOT JUST AN ADVISORY SERVICE BUT ACTUAL TRAFFIC CONTROL INDEPENDENT OF NICOSIA ACC. GOC ASSERTS THAT NICOSIA ACC IS CAPABLE OF PROVIDING FULL AIR CONTROL SERVICE. DCA REITERATED TO EMBOFF THAT GOC IS EAGER TO REOPEN ALL NICOSIA FIR AIRWAYS IF IT RECEIVES SOME ASSURANCES THAT ALL TURKISH AIRCRAFT, MILITARY AS WELL AS CIVIL, WILL NOTIFY AND OPERATE UNDER NICOSIA ACC (PRESENTLY TURKISH CIVIL AIRCRAFT CONTACT NICOSIA ACC ONLY WHEN THEY FLY OVER THE SOUTHERN PART OF NICOSIA FIR). REF E DOES NOT ENCOURAGE US TO BELIEVE TURKISH AIR FORCE WOULD COORDINATE WITH NICOSIA ACC NOW ANY MORE THAN THEY HAVE SINCE JULY 1974.

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C O N F I D E N T I A L SECTION 2 OF 2 NICOSIA 1061

6. REGARDING ANKARA 2654, REF B, WE AGREE NEED EXISTS FOR

NEW GUIDANCE FOR HANDLING ERCAN ADVISORY SERVICE. WE DO NOT THINK SUGGESTION PARA 2A IS FEASIBLE BECAUSE WE DOUBT TURKS CAN ACCEPT IT. WE DO BELIEVE IT SHOULD BE PREFERRED U.S. SOLUTION. AS MENTIONED ABOVE PARA 5, GOC IS READY TO REOPEN THE FEW CLOSED AIRWAYS IN NICOSIA FIR. (NOTE THAT NICOSIA ACC REMAINS LOCATED IN GOC-CONTROLLED PART OF NICOSIA AND NOT RPT NOT LOCATED AT LARNACA). SUGGESTION PARA 2B CLOSURE
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OF GOC AIR TRAFFIC CONTROL WOULD UNACCEPTABLE TO THE GOC AS IT CLAIMS TO BE FULLY CAPABLE TO OPERATE THE ACC SERVICE. EMBASSY NICOSIA IS NOT IN A POSITION TO COMMENT SUGGESTION PARA 2C. REGARDING SUGGESTION PARA 2D, WHILE THIS WOULD AFFECT AMERICAN AIRCRAFT, OTHER AIRCRAFT FLYING THROUGH NORTHERN NICOSIA FIR WOULD CONTINUE TO OPERATE UNDER POTENTIALLY HAZARDOUS ARRANGEMENT. IF SUGGESTION PARA 2A CANNOT BE IMPLEMENTED, THEN SUSPENDING ENTRY INTO TURKEY VIA NORTHERN MEDITERRANEAN SEEMS NEXT BEST SOLUTION.

7. EMBASSY RECOGNIZES THAT NORTHERN CYPRUS AIRSPACE ISSUE CANNOT BE SOLVED IN ISOLATION. ANY SOLUTION MUST BE RESONSIVE TO INTERESTS OF GREECE, TURKEY, CYPRUS AND TFSC. GREEKS MAY PROHIBIT AIRCRAFT FROM ENTERING THEIR AIRSPACE IF ERCAN INSTRUCTIONS OBEYED. TURKS MAY PROHIBIT AIRCRAFT FROM ENTERING THEIR AIRSPACE IF ERCAN NOT OBEYED. TFSC MUST BE RESPONSIVE TO TURKEY. FOR THESE PURPOSES, GOC IS AT THE MERCY OF THE TWO LARGER POWERS. WE ARE NOT PRIVY TO ALL OF ICAO'S METHODS OF OPERATION, BUT WE CONTINUE TO BELIEVE THAT IT WHOULD BE THE FORUM FOR AOLUTION AND THAT THE U.S., WITH THE SUPPORT OF AS MANY OTHER NATIONS AS POSSIBLE, MIGHT CONSIDER A DEMARCHE TO ICAO SYG KOTAITE ASKING HIM TO TAKE A PERSONAL INITIATIVE WITH THE MONTREAL REPRESENTATIVES OF THE GOT, GOC, AND GOG. WE BASE THIS RECOMMENDATION IN PART ON A RECENT CONVERSATION WITH TURKISH AMBASSADOR TO CYPRUS ONHON WHO ACKNOWLEDGED THAT TURKEY HAD MADE A MISTAKE IN ALLOWING TFSC TO ESTABLISH ERCAN ADVISORY SERVICE AND SUGGESTED THAT TURKEY AND TFSC MIGHT BE ABLE TO COMPROMISE GRACEFULLY IF SOLUTION WERE WORKED OUT IN ICAO TECHNICAL FORUM.
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Message Attributes

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Disposition Case Number: n/a
Disposition Comment: 25 YEAR REVIEW
Disposition Date: 22 May 2009
Disposition Event:
Disposition History: n/a
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